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ARIZONA'S RESOURCE EXPOSITION WILL BE OPEN AGAIN TODAY

RESOURCES SHOW IS ONLY PART OF FAIR TO BE OPENED TODAY

Fair Commission Decides to Postpone Sport Program Until Inclement Weather Moderates, But Will Throw Open Gates to Public This Morning for Inspection of Exhibits—Stock and Produce Judging to Continue Today—Better Babies Contest Will Be Continued and Tickets and Passes All Hold Over Until Fair Opens Once More

Because it wouldn't be exciting to enter the hives through great masses of muddy water, and because it would spoil what everybody is admitting is the fastest mile track in America, the state fair commission decided last night to postpone the fair programs at the grounds today and resume business at the old stand on Thursday in a huge blaze of automobile glory. Automobile and motorcycle day sports are conditional on the weather clearing and the track drying sufficiently to permit the spectators to conduct their contests in safety and with convenience to all concerned.

Many special provisions will be made to entertain the great crowds until things clear up and the regular program can be started again.

Mothers are advised that the examination of babies in the Better Babies contest will be conducted just the same as though no black clouds had come up and emptied their moisture over the valley. Yesterday scores of mothers went to the fair grounds, believing that the contest would be continued, and were much disappointed when they were told the examination was off for the day.

The fair commission had made arrangements with the Republican to keep the people advised of every move so that nobody need remain in ignorance of the preparations made for the entertainment of the visitors. The continuation of the harness program and the other special contests will be contingent upon better weather.

The fair grounds will be thrown open to the public free of admittance charges today and stock judging and exhibit judging will proceed as usual. Tickets and reservations made for today will be good under the same conditions the next day the fair formally opens its gates.

The railroad companies have been asked to extend the time limits on all tickets and excursion rates so that nobody need lose any of the tenth annual exposition in order to get home on a special rate fare.

A Sunday harness and running horse program is probable, although it is not yet settled. Certainly the horse sports will have to be extended at least one day, and maybe several.

McGuire, the airman, will continue his flights and will probably execute some maneuvers over the city this morning and afternoon.

In the readjustment of programs for the rest of the week, much must necessarily be left until the state of the weather is more settled. It is almost certain that Thursday will be a rainy day, just the same, for if the weather permits the big guns of the racing game must appear according to their contracts.

Oldfield, Chevrolet, and Charles E. Krome, and many others who finished in the El Paso race or will finish this afternoon in the Los Angeles drive, will be seen in the greatest motor competition ever seen on an American track.

In addition, there will be such motorcycle stars as Don Johns, Erwin Baker, L. E. Parkhurst and many more members of local or state clubs.

Parcel Post Display
That all classes of people may be brought to realize the resource of the parcel post system, its convenience, economy and expedition, the local postoffice department has gathered together one of the most interesting and instructive exhibits of the state fair. Here are massed every conceivable article of everyday use, from perishable goods, fragile arti-

VALLEY BANK'S DOORS CLOSED FOR THE TIME

Plans for Reorganization Were Sought Preceding Suspension of Bank and Are Still Being Pursued With Hope of Success

THE CO-OPERATION OF DEPOSITORS

Meeting Yesterday in Which There Was Unanimous Expression in Favor of Aiding Institution—Another Meeting Tomorrow

The doors of the Valley Bank failed to open yesterday morning. After a night spent in conference by officials of the bank several bankers of this city and others gathered without the city, State Auditor Callaghan took control of the bank for the purpose of conducting a thorough investigation of its affairs.

The conference was begun on Sunday, continued throughout Monday and after midnight of yesterday it seemed that a plan of reorganization involving co-operation by other banks had been reached. A statement said to have been agreed to by several of the conferees was secured by "The Republican" after three o'clock yesterday morning and was put into type and made a part of the first edition of the paper. Later it was recalled.

The hope was generally expressed yesterday that the suspension of the bank would be only temporary and those who were closely in touch with its affairs stated that the suspension was largely brought about by the fact that many of the loans of the bank are on real estate security upon which it has been impossible to realize under present conditions.

In an effort to save the institution, Bank Controller Callaghan held a number of conferences on Sunday and Monday with representative bankers of the state and it was hoped until after the final adjournment that an arrangement might be perfected for reorganization which would avoid a temporary suspension.

These conferences were participated in by representatives of the larger banking institutions of the state, the governor and a number of state officials and the directors of the Valley Bank. Owing to the absence of a considerable representation of the bank's stockholders, in the short time allowed, it was impossible to perfect a legal transfer of the stock and assets of the bank.

Plans for reorganization, however, are actively under way and many of the most conservative and responsible bankers in the state are taking an active interest in the matter as it is felt that with the improving conditions of the country, under conservative management and with increased capital, the business of the bank can be continued and a plan worked out for the amicable protection of the depositors.

Auditor Callaghan yesterday issued the following brief statement: "The suspension is due to the fact that the Valley bank is unable to realize on certain assets at the present time to meet withdrawals. It is hoped that the suspension is only temporary, as efforts are now being made towards reorganization."

It is believed that the local situation, created by the suspension of the bank should be readily met by the other banks of the city which are in excellent condition and would undoubtedly be able to take care of the additional business which would come to them owing to the closing of the assets of the Valley bank. The latest published statements of the other local banks show them to be strong in available cash and to be in a position to care for all legitimate requirements.

One of the most hopeful signs of a reorganization is shown in the attitude of the stockholders. When the news was spread abroad yesterday morning that the bank would not reopen there was a large crowd collected in front of the bank. There was an absence of the usual excitement and anger manifested on such occasions.

The desire of the depositors to aid the bank in every way possible was shown further in a hastily called meeting yesterday afternoon, attended by about 60 depositors, when the following resolutions were unanimously adopted:

RESOLVED that we hereby express our willingness, and agree, as depositors of the Valley bank to allow 80 per cent of our present deposits to remain in deposit for 60 days after the bank reopens, provided that the bank is able to pay the same.

OLDFIELD NOW PURSUED BY HIS OWN OLD RACER

Olin Davis Takes Place of Durant as Chief Nemesis. A Blowout Today May Give Simplex Driver His Second Victory

[ASSOCIATED PRESS DISPATCH] PRESIDENT, Nov. 10.—Barney Oldfield, winner of the first leg yesterday, plunged through the mud, beat out a cloudburst, and won the second lap of the seventh annual Los Angeles-Phoenix road race. He is forty-seven minutes and twenty-one seconds to the good. He will start from here at 10 o'clock tomorrow morning to battle his way against time and the elements, 124 miles down to Phoenix, the finish line.

Olin Davis, fourth into Needles yesterday, and winner of last year's race, checked here second, at 2:09:45, maintaining time, followed by Louis Nikrent, third, at 2:11:25. Oldfield came in like a moving adobe horse at 1:50:45. Allowing for the difference between Pacific and Mountain time, his elapsed time was 3:12:45, fourteen minutes

No.	Car	Driver	Need. Pres. Time
1	Stutz, Oldfield	5:42	1:50 8:18
2	Simplex, Davis	5:43	2:09 8:24
3	Simplex, Nikrent	5:43	2:10 8:25
4	Paige, Bennett	5:44	2:12 8:28
5	Chevrolet, Durant	5:49	2:57 10:27
6	Boick, Ellis	5:50	4:04 10:14
7	Cadillac, Bramlette	5:46	4:24 10:38
8	Stutz, Burns	5:48	5:03 11:15
9	Kincaid, Greenwood	5:52	5:11 11:19
10	Wing, Wing	5:54	7:15 12:21
11	Cole, Dubois	5:54	8:15 14:21

Some Total Times
Oldfield leads Olin Davis, last year's winner by a very small margin. The following are the total elapsed running times between Los Angeles and Prescott:
Oldfield, 17:04; Davis, 47:52; Nikrent, 18:06; Bennett, 19:12; Durant, 19:17; Bramlette, 20:40; Burns, 21:32; Ellis, 22:41; Greenwood, 22:50; Dubois, 24:15; Wing, 27:15.

Better than that of Davis, yesterday Oldfield had a clear lead of six minutes over Durant, who has now dropped out from second place.

The addition of Oldfield's elapsed time on the first two legs gives him

a total of 17:04:40, with Davis next at 16, 17:42.

Rain poured on the already moist day roads early in the day. Fifty miles away Oldfield signed a young cloudburst that delayed the road just as he thundered on his way safely from under it.

Starting from Needles this morning second, Oldfield overcame Durant's two-minute lead. He put a difference of nineteen minutes between himself and Davis, driving the mud-boles in the road, springing his rear axle and roaring into the finish on that rear tire.

The finish at the Phoenix Fair grounds tomorrow will give the winner, in addition to his purse, a medal and the title "Master Driver of the World."

At Topock the three leaders were within two minutes of each other, three minutes at Yuma, five minutes at Goldroads, eight minutes at Kinman, seven minutes at Crozier, fifty seconds at Peach Springs and two minutes at Nelson.

Olin Davis, driving a powerful Simplex racer, flashed into the lead for a time when he was first to arrive at Kinman at 8:02 today. This

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RAIDER EMDEN IS DESTROYED; LLOYDS HAPPY

Destruction of Terror of the Sea and Sinking of the Cruiser Koenigsberg Big Event of the Day's War News

MARINE INSURANCE CUT IN HALF

Vast Armies Are Still at Each Other's Throats, the Belgians Particularly Striving to Hold German Advance in Check

[ASSOCIATED PRESS DISPATCH] LONDON, Nov. 10.—The climax of the contesting armies in the eastern and western theaters of war, especially as concerns the situation in West Flanders, are dovetailed in so few respects tonight as to leave but one big fact on land or sea undisputed, that of the destruction of the German raider Emden and the trapping of the German cruiser Koenigsberg, the latter in a palm-lined East African river under circumstances which read as though taken from Stevenson.

British marine insurance was almost instantly cut in half, for never since the days of the Alabama has there been such a successful commerce destroyer as the Emden. Cheers broke forth at Lloyd's on the announcement and for the moment the struggles of the armies of France, Belgium and Russia were forgotten.

Vast armies are at each other's throats, the Germans and Russians clashing in cavalry engagements along the German frontiers. The Russians are still harassing the Austrians in Galicia. The French, British and Belgians are waiting to hold back what still appears to be a tremendous German attempt to break through the allied lines in the vicinity of Ypres.

Many dispatches speak of the movement of German troops eastward from Belgium as forecasting necessity for reinforcements along the eastern frontier, but neither French nor German official statements this afternoon indicated any slackening in violence of the German attacks in West Flanders. In fact, the French statement says that between the sea and Arras the opposing forces are both acting on the offensive. As to the outcome of this double offensive, rival contentions are absolutely contradictory. The Germans claim slow progress near Ypres and the French asserting the German attack was beaten back.

In view of what seems to be the sustained and concerted German effort in this region, reports of German retirement are hardly borne out, although it is said they have moved their headquarters still further east, this time from Ghent to Alost.

The situation along the battle line in France proper, from the standpoint of the allies, is summed up in a dispatch from "an observer with the Indian corps," who says there is no marked change anywhere, though he professes to see gradual weakening of the German attacks. Aside from the military aspects of the war, what stood out boldest was Germany's threat to cut off the food supply from the United States if the Belgians did not return to their cities and make an effort to resume normal occupation. The Belgians' answer it has been impossible to resume a semblance of normal activities because the German soldiers have commandeered all implements and materials necessary to industrial revival.

The British government issued tonight another so-called white paper, reviewing incidents which preceded

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ISAAC STODDARD DIES SUDDENLY FROM APOPLEXY

Former Territorial Secretary and Founder of Stoddard Incorporating Company Passes Away at Age of Sixty-three

Isaac Taft Stoddard, former territorial secretary, founder and president of the Stoddard Incorporating company, and one of the prominent business men of the southwest, dropped dead last night at the family residence, 508 North Central avenue. News of his death, which was due to apoplexy, came as a shock to hundreds of his friends, many of whom had seen him during the day, apparently in the best of health.

Isaac T. Stoddard was born in Tri-County, Boone county, New York, January 19, 1851, and received his education in the schools of that state. Entering the employ of the Hartford Insurance company at Birmingham, he early distinguished himself for his executive and business ability, and was recognized as one of the leading men in his line.

Coming to Arizona some thirty years ago, Mr. Stoddard settled in Yavapai county, where he and his associates became interested in the development of a number of mining claims which proved very successful. Always a staunch republican and active in the political life of his native state, he took a keen interest in public affairs in Arizona, and in 1901 was appointed secretary of the territory by President McKinley, under Governor N. O. Murphy, and served in this capacity for four years.

At the close of his term as secretary, Mr. Stoddard founded the incorporating company which bears his name and of which he was president at the time of his death. From a small beginning, with small offices in this city, it has grown to be one of the largest concerns of its kind in the entire country and is known from coast to coast.

Mr. Stoddard, who was a prominent member of several leading fraternal organizations, was a distant relative of former President Taft. He is survived by his widow, Mrs. Mary E. Stoddard, and his son, Colonel M. Stoddard, secretary of the incorporating company and proprietor of the Rose Tree.

Funeral services at the residence this afternoon at 4:30 o'clock will be private, with only close personal friends in attendance. Flowers will be omitted. Following a brief service, the remains will be taken to Birmingham, N. Y., for interment, the widow and son accompanying the body on the long journey to the old home.

GERMANS LEAVE LYS VALLEY

[ASSOCIATED PRESS DISPATCH] LONDON, Nov. 10.—A Central News Amsterdam dispatch says:

"Trainload after trainload of German artillery are leaving the Lys valley in the direction of Ghent. The German army headquarters have been transferred to Alost. Alost is fifteen miles west of Brussels and forty miles east of the fighting area around Dixmude."

CRUISERS AT BUENOS AYRES

[ASSOCIATED PRESS DISPATCH] BUENOS AYRES, Nov. 10.—The British cruisers Carnarvon and Defense arrived and are accompanied by the transport Orana.

KING COMPLIMENTS SIR JOHN FRENCH

LONDON, Nov. 10.—King George sent a dispatch to Sir John French, commander of the British expeditionary forces on the continent, saying: "The splendid pluck and spirit of endurance shown by my troops in the desperate fighting which has continued so many days against vastly superior forces, (its me with admiration, and I am confident of the final result of their noble efforts under your able command."

Fourteen States Now Quarantined; Kentucky On List

[ASSOCIATED PRESS DISPATCH]

WASHINGTON, Nov. 10.—Fourteen states are now under federal quarantine because of the foot and mouth disease among live stock. Kentucky was added to the list today. The spread of the disease in some of the quarantined states was also reported and was somewhat discouraging to the department of agriculture officials, who hoped the disease had been checked. Mississippi is the only further state under suspicion.

Reopen Chicago Yards

CHICAGO, Nov. 10.—After thorough disinfection and cleaning, the Chicago Union Stock Yards will reopen for business next Sunday at midnight when shipments of live stock from all non-infected districts will be received and slaughter resumed.

Also East St. Louis

EAST ST. LOUIS, Nov. 10.—The National Stock Yards here, closed last Saturday by federal quarantine orders, will be reopened at 4 o'clock Thursday morning for the receipt of native cattle and hogs for immediate slaughter only.

To Study Disease

CHICAGO, Nov. 10.—Dr. Simon Flexner, head of the Rockefeller Institute, is on his way here to study the foot and mouth disease, intending to isolate the germ and develop an anti-toxin. It was Dr. Flexner who isolated previously the elusive germ of infantile paralysis.

Eight Hundred Horses Burned On Rembrandt

[ASSOCIATED PRESS DISPATCH]

NORFOLK, Va., Nov. 10.—Practically all the 800 horses on board the British steamship Rembrandt were burned to death when she took fire off the Virginia capes yesterday, according to information tonight. The horses are said to have been intended for the armies of the allies.

It is reported here tonight that Captain Edlin of the Rembrandt notified the officials of the company owning the vessel that he had reason to believe the ship was fired by German spies who were members of the crew. The captain is said to have claimed that threats were made against the ship before she steamed from Baltimore on Saturday for St. Nazaire, France. No confirmation of these reports is available.

Tonight the Rembrandt was ten miles off Cape Henry, disposing of the carcasses of the horses. She will proceed to Newport News for repairs. The forward compartments of the ship are badly damaged. When the fire was discovered the ship was 200 miles off the capes. The horses stampeded.

CHARLES LODY SHOT AS SPY IN LONDON TOWER

Found Guilty of Espionage After Trial by Court-martial—Is First Prisoner Executed in the Tower in Two Hundred Years

[ASSOCIATED PRESS DISPATCH]

LONDON, Nov. 10.—It was officially announced today that Charles Hans Lody, alias Charles Indes, had been found guilty by court-martial of espionage on November 2, and shot as a spy. When arrested, Lody claimed to be an American, and later confessed he was a German. He lived in New York and Omaha in the latter city he married the daughter of Gottlieb Storz, a brewer, who later divorced him.

Lody and his death in the Tower of London after being found guilty of communication with the enemy. The statement concerning the execution merely says, "And sentence was duly confirmed."

It is understood that Lody died bravely, refusing to reveal the name of the officer who ordered him to spy on the English navy. This was the first execution in the Tower of London since 1599. The scene of the execution was the Tower barracks, near the spot where Anne Boleyn and other persons famous in English history were put to death. Lody was about 25 years old.

Carl Hans Lody was the first man in generations to be shot as a spy in England. He was arrested late in September in London and charged with espionage. At his trial he testified he was a former lieutenant in the German navy, but transferred to the reserves. In the capacity of a reserve officer Lody was ordered to go to England to keep track of the movements of the British fleet, but was warned not to do any spying. He was told to travel as an American citizen, and consequently received American passports. Last year he served on Emperor William's racing yacht, the Meteor.

Counsel for the defense admitted that Lody was a German lieutenant, but said he had taken the risks because he believed it his highest duty to do so. He asked for a sentence less severe than death, but said it

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Daniels Orders Tracers Out For Two Missing Cruisers

[ASSOCIATED PRESS DISPATCH]

WASHINGTON, Nov. 10.—Secretary Daniels has ordered the division of operation of the navy department to get in communication as quickly as possible with the cruisers North Carolina and Tennessee to learn if one of them met a mishap. As was rumored during the day, the North Carolina had been blown up by a mine at Beirut, but so far as discovered all the reports originated in the United States.

Secretaries Daniels and other navy officials said they did not feel the slightest apprehension for the safety of either vessel, but thought it advisable to allay any alarm by getting definite advice. The officers pointed out that while communication with

Turkey was slow, they were in touch with Constantinople and Beirut, from which points any accidents would have been promptly reported.

Similarly, British ships near Turkey would report to the British admiralty. The navy department last heard directly from the North Carolina and Tennessee on November 2, when the former was at Beirut, Syria, and the latter at Mitylene, the coast of Greece. On November 7, inquiries were sent by the department by cable to the two vessels to learn the basis of the reports that one of the American cruisers had landed mines, but no answer came. It developed no effort was made to learn whether the cable companies had been able to transmit messages. Daniels at once ordered the message traced.

LOS ANGELES-PHOENIX RACERS FINISH TODAY

In spite of mud, rain, slush and all the rest of the results of yesterday's copious rains, the Los Angeles-Phoenix Republican cup race will finish here today. George Purdy Bulard, A.A.A. representative and boss of the race, informs the public that the race will finish straight down Grand avenue from Peoria. The official checking station will be established at the fair grounds race, and the closing of the half-mile track, which has been made the feature of the finishes ever since the race became an A.A.A. affair, will this year be overlooked.

To finish a Republican cup race before empty stands would be the most unkindest cut of a great many such administered to the faithful drivers in this greatest and hardest of all road races. The weather has

been severe enough on the poor fellows who will come plowing down the mountains this morning from Prescott, without this added blow.

So it will probably be arranged to check the speedsters at the gate and permit them to exhibit their cars to the admiring public along the downtown streets.

Barney Oldfield, whose Stutz was checked first into Prescott yesterday, will be sent away this morning at 9 o'clock. Giving him about five hours to negotiate the road, he should be showing up through the sea of gumbo along Grand avenue about 2 o'clock. This finishing time is a mere guess with the roads in their present condition, but there is some small comparison with that of Eddie Wilson in the Phoenix-Prescott road race of July 3. He won in 4:29, with the roads clear, and no mud.